

Bill Comparison Information...

[SB 5087](#) – Concerning oil transportation safety. Governor request legislation. Prime Sponsors Senators Rolfes and Ranker.

[SB 5057](#)- Concerning the safe transport of hazardous materials. Sponsor Senator Ericksen

Community right to know:

- Governor's bill, SB 5087, expands current information to require that the volume, type, place of origin, mode of transportation, route, number of rail cars, and volume and number of oil spills en route be aggregated and posted quarterly to Ecology's website.
- Ericksen's bill has no disclosure or public information provision

Oil spill prevention (over the water protections):

- Governor's bill, SB 5087, directs rulemaking in Puget Sound to regulate oil-carrying barges in the same way as oil tankers. Right now, oil tankers are required to have a tug escort. Also, the bill expands tug escort authority for Grays Harbor and the Columbia River (but no requirement).
- Ericksen's bill does not address this.

Grants to Local Governments:

- Governor's bill, SB 5087, doesn't address this b/c grant approach is already available. Governor did put in his overall budget \$4.6 m for equipment for local governments and first responders.
- Ericksen's bill requires Ecology to work with a select group to determine need for equipment caching but that list doesn't include tribes, federal regulators, or local governments. Grant program is \$10 m from MTCA.

Financial Responsibility:

- Governor's bill, SB 5087, expands financial responsibility requirements to include rail and that carriers of oil must demonstrate they have enough money/insurance coverage to cover worst case spill.
- Ericksen's bill does not include financial responsibility

Utility and Transportation Commission:

- Governor's bill, SB 5087, allows the UTC to inspect rail segments that run through private property
- Ericksen's bill allows 'first class cities' the ability to voluntarily participate in UTC's crossing inspection program.

Planning:

- Governor's bill, SB 5087, does not address planning because it is already covered in existing law. The one piece that is included in the Governor's bill is an update to the definition of 'facility' to include rail cars so that they are required to develop spill contingency plans.
- Ericksen's bill requires the review of 'geographic response plans' by the legislature, requires that at least 50% of GRPs to be done by independent contractors and not Ecology, requires that Ecology and UTC hold a symposium on international transport of oil, and requires local emergency management entities to develop hazardous material plans.

Barrel Tax:

- Governor's bill, SB 5087, expands and broadens the barrel tax to include rail and to go from 4 cents to 10 cents.

- Ericksen's bill expands the barrel tax to include rail.